

NAVAL CHAPLAINS SEND BOUQUETS TO LEADERS

Forty Naval Chaplains, representing 14 NATO countries and five major faiths climaxed their NATO Chaplains' Conference in New York yesterday when they sent a floral "Bouquet of Peace" to the sovereign heads of their respective countries, according to a local spokesman of the Florists' Telegraph Delivery Assn.

FTD, through Interflora, its international affiliate, in cooperation with the NATO Chaplains' Conference made arrangements for the leading religious leaders to express hope for world peace to the heads of their respective governments through the medium of a "Bouquet of Peace" made of the national flowers from each of the 14 NATO countries.

The chaplains met to exchange information and experiences in an effort to strengthen the moral and spiritual foundations in the Navies of the NATO nations. They visited major Navy Installations and met with civilian groups throughout the nation in the process of getting a closer look at the religious aspects of service and civilian life in the United States.

They represent Belgium, Canada, Denmark, France, Germany, Greece, Italy, Netherlands, Norway, Portugal, Spain, Turkey, United Kingdom, and United States of America.

Both New, Used Car Dealers More Strictly Regulated by New Laws

By CHARLES E. CHAPEL
Member of the Assembly
46th Assembly District

The 1957 Legislature passed two bills which the governor signed pertaining to licensing automobile dealers and salesmen. Assembly Bill 2439 regulates, licenses and bonds dealers. Assembly Bill 3159 regulates and licenses automobile salesmen.

Both laws are effective in 1957, except that dealers licensed prior to the enactment of the dealer law are not affected during the remainder of 1957, but they will come under the statute when they apply for license renewal for 1958. Both new and used car dealers are regulated.

Public Demand
These laws were enacted as a result of widespread public demand. For example, in my own 46th Assembly District hundreds of people wrote to me about being cheated by automobile dealers and salesmen. They complained that in buying new cars they were "hypnotized" into signing finance agreements without understanding the fine print in the contract. They also complained that in buying used cars, "guarantees" meant nothing.

When the buyer stopped payments on a "lemon," he found that the dealer had sold the "paper" on the car to some bank or finance company which was prepared to enforce the fine print even if the engine fell out of the car a block away from the dealer's lot.

In addition to state-wide demand for such legislation from victims of unscrupulous dealers and salesmen, Bruce Clews, lobbyist for the Automobile Dealers Assn. of California, Inc., urged the passage of the two regulatory bills.

Dealers post a \$5000 surety bond. It is intended to protect the car purchaser by making certain that he will get a clear title to his car, it protects the general public, the state, the country, the city, and other political subdivisions of government, as well as banks and finance companies, against fraud or forgery by the dealer and his employees.

A dealer can buy a \$5000 surety bond from any bonding company, if his reputation and credit are good, for \$50 per year, or he can deposit \$5000 with the State if he does not

want to buy a bond. Obviously, \$50 is one per cent of \$5000, hence it is good business to buy the bond.

Small Dealers Hurt?
A gentleman named Jack Piver, who is one of the most intelligent and courageous reporters and editors I have met, publishes at least once a week a mimeographed news sheet called "Insurance flash," from his office at 3030 Bridgeway, Sausalito, Calif. In his issue dated Oct. 22, he said in part:

"The surety bond companies won't write the bonds except for the big, old-established new car dealers. The surety boys say the required \$5000 bond is 'too hazardous' for them because its terms are too broad."

Piver also quotes Amos Crowl, of Northern California Motor Car Dealers' Assn. in San Francisco, to the effect that the new laws will "get rid of some fraudulent used car dealers."

The questions I want answered from readers are these:

Do you agree that automobile dealers, both new and used car dealers, and their salesmen should be regulated, licensed and bonded by the State?

Do you know of any unfairness in operation of the laws? Do you believe that if a dealer is neither able to buy a bond (because his credit and reputation are bad) or post the \$5000 with the state as a guarantee, that he should not operate as a dealer?

Please send your comments to me at Post Office Box 777, Inglewood 5, Calif., and tell me in detail your background and experience in this field. If you have been cheated by a dealer, let me know. If necessary, we can pass even stricter laws on this subject.

The same Jack Piver I quoted above also said: "Practically all of the auto dealers in California are also insurance agents or brokers because the only chance they have to make money has been on what they earn financing and insuring—not on the sale of cars."

Piver then quotes a car dealer as saying: "The new car dealer is a three-way slave. He's a slave of the factory, a slave to his help, and a slave to the customer who wants too much for his beat up old jalopy."



THESE LEADERS ASK YOU TO JOIN IN VOTING

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